

PC ACTION REPORT

2015: G1-G42 – *Heights-Northside*

APPLICANT: City of Houston Planning & Development

KEY MAP: 451-454, 491-494

LAMBERT: 5158, 5258, 5259, 5358, 5359,
5457

JURISDICTION: City of Houston

DISTRICT/PRECINCT: City Council: B, C, H
Harris County Pct.: 1, 2, 4

PC ACTION REPORT

Planning Commission has taken action on the following amendments (G-1 through G-27) to the Major Thoroughfare and Freeway Plan as recommended by the City of Houston Planning & Development Department (P&D) on August 13, 2015. Refer to the Heights-Northside Study for additional details and background on the amendments.

| | ID | STREET NAME | STREET SEGMENT | AMENDMENT REQUEST | STAFF RECOMMENDATION | PC ACTION |
|---|----|------------------------|---------------------------------------|---|---|-----------|
| G | 1. | E. TC Jester Boulevard | W. 11th Street to IH 610 | Reclassify E. TC Jester Boulevard between W. 11th Street and IH 610 from a 80'/120' right-of-way Major Thoroughfare (T-4-80/120) to a Principal Thoroughfare with a minimum 100' right-of-way (T-4-100/120) | Recommend | Approve |
| | 2. | Durham Drive | IH 10 to W. 20th Street | Reclassify Durham Drive between IH 10 and W. 20th Street from a 60' right-of-way Principal Thoroughfare (P-4-60) to a Principal Thoroughfare with a minimum 70' right-of-way (P-4-70/100) | Recommend | Approve |
| | 3. | Shepherd Drive | IH 10 to W. 11th Street | Reclassify Shepherd Drive between IH 10 and W. 11th Street from a 60' right-of-way Principal Thoroughfare (P-4-60) to a minimum 70' right-of-way Principal Thoroughfare (P-4-70/100) | Recommend | Approve |
| | 4. | Heights Boulevard | IH 10 to W 20th Street | Reclassify Heights Boulevard between IH 10 and W 20th Street from a 4 lane Major Thoroughfare (T-4-140/150) to a 2 lane Major Collector with a minimum 140' right-of-way (MJ-2-140/150) | Recommend | Approve |
| | 5. | Studewood Street | N. Main Street to White Oak Drive | Reclassify Studewood Street between N. Main Street and White Oak Drive from a 3 lane, 70/80' right-of-way Major Thoroughfare (T-3-70/80) to a 2 lane, 80' right-of-way Major Thoroughfare (T-2-80) | Recommend | Approve |
| | 6. | Airline Drive | W. Cavalcade Street to N. Main Street | Reclassify Airline Drive between W. Cavalcade Street and N. Main Street from a 70' right-of-way Major Thoroughfare (T-4-70) to an 80' right-of-way Major Thoroughfare (T-4-80) | Recommend | Approve |
| | 7. | W. Cavalcade | Airline Drive to IH 45 | Reclassify W. Cavalcade Street between Airline Drive and IH 45 from a 90' right-of-way Major Thoroughfare (T-4-90) to a 100' right-of-way Major Thoroughfare (T-4-100) | Recommend | Approve |
| | 8. | Patton Street | Airline Drive to IH 45 | Reclassify Patton Street between Airline Drive and IH 45 from a 4 lane Major Collector (MJ-4-70) to a 2 lane Major Collector (MJ-2-70) | Recommend: Reclassify Patton Street between Airline Drive and IH 45 from a 4 lane Major Collector with a 70' right-of-way (MJ-4-70) to a 2 lane Major Collector with a 60' right-of-way (MJ-2-60) | Approve |

PC ACTION REPORT

| ID | STREET NAME | STREET SEGMENT | AMENDMENT REQUEST | STAFF RECOMMENDATION | PC ACTION |
|-----|-----------------|---------------------------------------|---|--|-----------|
| 9. | Patton Street | IH 45 to Fulton Street | Reclassify Patton Street between IH 45 and Fulton Street from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70) | Recommend | Approve |
| 10. | Patton Street | Fulton Street to Irvington Boulevard | Reclassify Patton Street between Fulton Street and Irvington Boulevard from a 4 lane Major Collector (MJ-4-60) to a 2 lane Major Collector (MJ-2-60) | Recommend | Approve |
| 11. | E. 11th Street | Studewood Street to Michaux Street | Reclassify E. 11th Street between Studewood Street and Michaux Street from a 4 lane Major Collector (MJ-4-70) to a 2 lane Minor Collector (MN-2-70) | Recommend | Approve |
| 12. | Pecore Street | Michaux Street to N. Main Street | Reclassify Pecore Street between Michaux Street and N. Main Street from a Major Collector (MJ-2-60) to a Minor Collector (MN-2-60) | Recommend | Approve |
| 13. | W. 6th Street | Shepherd Drive to Yale Street | Delete Major Thoroughfare W. 6th Street between Shepherd Drive and Yale Street | Recommend | Approve |
| 14. | W. 6th Street | Yale Street to Heights Boulevard | Reclassify W. 6th Street between Yale Street and Heights Boulevard from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-70) | Recommend | Approve |
| 15. | White Oak Drive | Heights Boulevard to Studewood Street | Reclassify White Oak Drive between Heights Boulevard and Studewood Street from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-70) | Recommend | Approve |
| 16. | White Oak Drive | Studewood Street to IH 45 | Reclassify White Oak Drive between Studewood Street and IH 45 from a Major Thoroughfare (T-2-70) to a Major Collector with a minimum 70' right-of-way (MJ-2-70/100) | Recommend: <ul style="list-style-type: none"> Reclassify White Oak Drive between Studewood Street and Usener Street from a 70' right-of-way Major Thoroughfare (T-2-70) to a 60' right-of-way Major Collector (MJ-2-60) Reclassify White Oak Drive between Usener Street to IH 45 from a Major Thoroughfare (T-2-70) to a Major Collector (MJ-2-70/100) | Approve |
| 17. | Quitman Street | IH 45 to Fulton Street | Reclassify Quitman Street between IH 45 and Fulton Street from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60) | Recommend | Approve |
| 18. | Quitman Street | Fulton Street to Elysian Street | Reclassify Quitman Street between Fulton Street and Elysian Street from a 50' right-of-way Major Thoroughfare (T-2-50) to a | Recommend | Approve |

PC ACTION REPORT

| ID | STREET NAME | STREET SEGMENT | AMENDMENT REQUEST | STAFF RECOMMENDATION | PC ACTION |
|-----|------------------------------------|---------------------------------|--|--|-----------|
| | | | 60' right-of-way Major Collector (MJ-2-60) | | |
| 19. | Quitman Street | Elysian Street to Jensen Drive | Reclassify Quitman Street between Elysian Street and Jensen Drive from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60) | Recommend | Approve |
| 20. | Hogan Street | IH 45 to Cochran Street | Reclassify Hogan Street between IH 45 and Cochran Street from a 60' right-of-way Major Collector (MJ-4-60) to a minimum 70' right-of-way Major Collector (MJ-4-70/80) | Recommend | Approve |
| 21. | Lorraine Street | Cochran Street to Hardy Street | Reclassify Lorraine Street between Cochran Street and Hardy Street from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70) | Recommend | Approve |
| 22. | Lorraine Street | Jensen Drive to Eastex Freeway | Reclassify Lorraine Street between Jensen Drive and Eastex Fwy from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70) | Recommend | Approve |
| 23. | Fulton Street | Boundary Street to Hogan Street | Reclassify Fulton Street between Boundary Street and Hogan Street from a 4 lane Major Thoroughfare (T-4-70) to a 2 lane Major Collector with a minimum 70' right-of-way (MJ-2-70/100) | Recommend: Reclassify Fulton Street between Boundary Street and Hogan Street from a 4 lane Major Thoroughfare (T-4-70) to a 2 lane Major Thoroughfare with a minimum 70' right-of-way (T-2-70/100) | Approve |
| 24. | Fulton Street | Hogan Street to Burnett Street | Reclassify Fulton Street between Hogan Street and Burnett Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Collector (MJ-2-60) | Recommend: Reclassify Fulton Street between Hogan Street and Burnett Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Thoroughfare (T-2-60) | Approve |
| 25. | San Jacinto Street (Fulton Street) | Burnett Street to IH 10 | Reclassify San Jacinto Street between Burnett Street and IH 10 from a varying-width right-of-way Major Thoroughfare (T-4-varies) to an 80' right-of-way Major Thoroughfare (T-4-80) | Recommend | Approve |
| 26. | Hardy Street | IH 610 to Harrington Street | Reclassify Hardy Street between IH 610 and Harrington Street from a 4 lane, 50/60' right-of-way Major Thoroughfare (T-4-50/60) to a 2 lane, minimum 60' right-of-way Major Collector (MJ-2-60/100) | Recommend | Approve |
| 27. | Elysian Street | IH 610 to Harrington Street | Reclassify Elysian Street between IH 610 and Harrington Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Collector with a minimum 60' right-of-way (MJ-2-60/100) | Recommend | Approve |

PC ACTION REPORT

Furthermore, Planning Commission has taken action on the additions of new Minor Collectors (G-28 through G-42), listed below, in order to effectively distribute local traffic and support the thoroughfare grid network in the Heights-Northside area. Minor Collectors are public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. Minor Collectors typically serve residential uses, but it's not uncommon for them to serve commercial or mixed uses, particularly in urban settings. They typically collect traffic from residential uses or commercial uses and distribute to the Thoroughfare streets. These streets are typically shorter in length, however, may be longer in large single family residential developments. These streets typically accommodate pedestrians and bicyclists. Goods movement is limited to local deliveries only.

| | ID | STREET NAME | STREET SEGMENT | AMENDMENT REQUEST | STAFF RECOMMENDATION | PC ACTION |
|---|-----|----------------|--|--|----------------------|-----------|
| G | 28. | Seamist Drive | W. 18th Street to W. 11th Street | Add Seamist Drive between W. 18th Street and W. 11th Street as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 29. | Kansas Street | Hempstead Highway to TC Jester Boulevard | Add Kansas Street between Hempstead Highway and TC Jester Boulevard as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 30. | Bevis Street | IH 610 to E. TC Jester Boulevard | Add Bevis Street between IH 610 and E. TC Jester Boulevard as a Minor Collector with a minimum 60' right-of-way (MN-2-60/70) | Recommend | Approve |
| | 31. | Beall Street | W. 14th Street to W. 24th Street | Add Beall Street between W. 14th Street and W. 24th Street as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 32. | W. 24th Street | Ella Boulevard to Yale Street | Add W. 24th Street between Ella Boulevard and Yale Street as a Minor Collector (MN-2-70) | Recommend | Approve |
| | 33. | W. 19th Street | W. 20th Street to Heights Boulevard | Add W. 19th Street between W. 20th Street and Heights Boulevard as a Minor Collector with a minimum 70' right-of-way (MN-2-70/100) | Recommend | Approve |
| | 34. | W. 14th Street | Beall Street to N. Main Street | Add W. 14th Street between Beall Street and N. Main Street as a Minor Collector with a minimum 65' right-of-way (MN-2-65/70) | Recommend | Approve |
| | 35. | WITHDRAWN | N/A | N/A | Recommend | Approve |
| | 36. | Link Road | Airline Drive to Fulton Street | Add Link Road between Airline Drive and Fulton Street as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 37. | Watson Street | Pecore Street to Usener Street | Add Watson Street between Pecore Street and Usener Street as a Minor Collector with a minimum 60' right-of-way (MN-2-60/70) | Recommend | Approve |

PC ACTION REPORT

| | ID | STREET NAME | STREET SEGMENT | AMENDMENT REQUEST | STAFF RECOMMENDATION | PC ACTION |
|--|-----|--------------|----------------------------------|--|----------------------|-----------|
| | 38. | North Street | Houston Avenue to N. Main Street | Add North Street between Houston Avenue and Eunice Street as a Minor Collector with a 50' right-of-way (MN-2-50) Add North Street between Eunice Street and N. Main Street as a Minor Collector with a 60' right-of-way (MN-2-60) | Recommend | Approve |
| | 39. | WITHDRAWN | N/A | N/A | Recommend | Approve |
| | 40. | McKee Street | IH 10 to Lyons Avenue | Add McKee Street between IH 10 and Lyons Avenue as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 41. | Hardy Street | IH 10 to Lyons Avenue | Add Hardy Street between IH 10 and Lyons Avenue as a Minor Collector (MN-2-60) | Recommend | Approve |
| | 42. | Lyons Avenue | McKee Street to Elysian Street | Add Lyons Avenue between McKee Street and Elysian Street as a Minor Collector (MN-2-60) | Recommend | Approve |

PC ACTION REPORT

JUSTIFICATION:

The amendments herein are designed to provide multi-modal solutions to address the near and long-term mobility needs in the Heights-Northside area. This report includes detailed justifications for those amendments (G-8 & 10: Patton Street, G-16: White Oak Drive, G-17 & 19: Quitman Street; G-23 & 24: Fulton Street, and G-38: North Street) in which the alternatives have been selected as the preferred option for Planning Commission approval. These alternatives were identified early in the MTFP amendment process in coordination with the Planning Commission and the Public Works and Engineering Department (PWE). Refer to the Heights-Northside Mobility Study for additional background information and details on all of the recommended amendments.

G-8 & 10: Patton Street:

Patton Street is an east-west street that connects the Greater Heights neighborhood on the west side of IH 45 to the Near Northside neighborhood on the east side of IH 45. Patton Street is only 1.25 miles long; however, it provides east-west mobility from Major Thoroughfare Airline Drive east under IH 45 to Major Thoroughfares Fulton Street and Irvington Boulevard.

There are six main east-west corridors that provide mobility across IH 45 between IH 10 and IH 610 in the Heights-Northside study area:

1. Quitman Street/White Oak Drive provides an east-west connection across IH 45 just north of downtown and IH 10
2. North Street provides a direct east-west local connection across IH 45, approximately 0.44 miles north of Quitman Street/White Oak Drive between Houston Avenue and N. Main Street.
3. North Main Street provides a connection across IH 45, approximately 0.75 miles north of Quitman Street/White Oak Drive, although it runs northwest to southeast and does not make a direct east-west connection. It provides direct access to the central business district.
4. Patton Street provides a direct east-west connection between Irvington Boulevard and Airline Drive about 1.35 miles north of Quitman Street/White Oak Drive and 0.6 miles north of North Main Street.
5. Cavalcade Street provides a connection approximately 1.75 miles north of Quitman Street/White Oak Drive and 0.4 miles north of Patton Street.
6. Link Street provides a direct east-west local connection across IH 45, between Fulton Street and Airline Drive approximately 2 miles north of Quitman Street/White Oak Drive and 0.25 miles north of Cavalcade Street

Patton Street is one of the local east-west corridors in the area. It extends across IH 45, providing access to the freeway, the residential subdivisions, and the commercial and light industrial tracts.

The existing character and context of the street vary. Patton Street between Airline Drive and IH 45 is primarily residential, with a park, a church, an elementary school, and some commercial uses along the west side of the segment near Airline Drive. The residential lots along this section of the corridor side on Patton Street and front on the intersecting north-south streets. The section of Patton Street between IH 45 and Fulton Street is primarily non-

PC ACTION REPORT

residential. Land uses between Fulton Street and Irvington Boulevard are primarily residential with some non-residential near Major Thoroughfares Fulton Street and Irvington Boulevard.

Patton Street is located in the Greater Heights neighborhood and is currently classified as a Major Collector (MJ-4-70). The section of Patton Street between Airline Drive and IH 45 was platted as a 50 foot ROW through the Brooke Smith residential subdivision. In 1961, the ROW was widened to 60 feet, with 10 feet of ROW being acquired from the north side of the street, reducing the lot width to 40'. Patton Street is currently striped as 4 lanes, with 2012 traffic counts along the corridor varying between 3,500 average daily traffic (ADT) on the west side of IH 45 and 7,500 ADT on the east side. The existing traffic volume does not warrant the 4 lanes; the outer two lanes are primarily used for parking.

Any widening of the street from 60' to 70' will significantly impact the lots siding along Patton Street. Since the lots side along this street, parking is not critical along Patton. The 60' ROW is adequate to meet the two-lane requirement for the roadway, providing space for a bike facility and pedestrian improvements, which are needed given the proximity to the North Corridor Light Rail.

As the section of Patton Street between IH 45 and Fulton Street is primarily commercial and light industrial in use, widening along this section will have less of an impact on the parcels. The proposed 70' ROW that will be acquired in this section will allow for any additional turning movements along the corridor.

Similar to the section west of IH 45, the recommendation for Patton Street between Fulton Street and Irvington Boulevard is to reclassify from a 4 lane Major Collector (MJ-4-60) to a 2 lane Major Collector (MJ-2-60). Fulton Street was platted as a 60' ROW with the Irvington Subdivision with 50' wide lots siding Patton Street.

Houston Complete Streets and Transportation Plan Considerations

| | |
|----------------------------------|--|
| MTFP classification | Major Collector |
| Number of travel lanes | 2-4 |
| Proposed right-of-way | 60-70' |
| (Multi-modal classification) MMC | Urban Residential/Mixed Use Street |
| Context | Predominantly Residential; Commercial and Light Industrial |
| Bicycle | Yes |
| Pedestrian | Yes |
| Parking | None |
| Transit | None |

G-16: White Oak Drive:

White Oak Drive, from Heights Boulevard to IH 45, is a 1.9 mile segment of a total 20 miles of the entire street corridor. The street begins as West 6th Street just west of Heights Boulevard, then becomes White Oak Drive; east of IH 45, the street becomes Quitman Street for about

PC ACTION REPORT

two miles and then transitions into Liberty Road and then Beaumont Highway, which runs all the way east until the San Jacinto River/Liberty County line, where it continues into Liberty County.

The land uses and context along White Oak Drive vary throughout the corridor. From Heights Boulevard to Studewood Street, the land use is primarily commercial, with a few residential (single and multi-family) uses mixed in. From Studewood Street to IH 45, the predominant land use on the north side is residential, while the entire south side of the street is parkland.

Most of White Oak Drive between Studewood Street and IH 45 exists with greater than 60' of ROW. However, the section of White Oak Drive from Studewood Street to Usener Street was platted as a 60' ROW and is within the street width exception area. This section of White Oak Drive goes through the Norhill subdivision, a large section of which is within a special minimum lot size restricted area. Most of the lots already exist at the minimum 6,000 square foot requirement; to obtain any more ROW from these lots would force the lots to be in violation of the deed restrictions and would change the character of the neighborhood.

Houston Complete Streets and Transportation Plan Considerations

| | |
|----------------------------------|--|
| MTFP classification | Major Collector |
| Number of travel lanes | 2 |
| Proposed right-of-way | 60-70' |
| (Multi-modal classification) MMC | Urban Mixed Use Street |
| Context | Predominantly Residential and Commercial |
| Bicycle | Yes |
| Pedestrian | Yes |
| Parking | Yes |
| Transit | Yes |

G-17 & 19: Quitman:

Quitman Street is approximately two miles in length and is the extension of White Oak Drive between IH 45 and US 59. Land uses along the corridor vary. The section between IH 45 and North Main Street is predominantly residential with most lots fronting on Quitman Street. Many of the homes are within 10' of the property line. Additionally a prevailing lot size application was approved along this street limiting future replatting of single-family residential homes in the area. Quitman Street between North Main Street and Fulton Street is mixed-use with neighborhood retail commercial uses. Houston ISD's Kettleson Elementary is located along the south side of Quitman Street between North Main Street and Gentry Street. The 2012 traffic volumes along this section of Quitman Street were approximately 8,000 ADT. The existing ROW along this section of the roadway is also 60' and the pavement along the corridor is approximately 33'. Staff Recommendation is to reclassify Quitman Street between IH 45 and Fulton Street from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60).

The land uses between Fulton and Cochran are predominantly institutional with Jefferson Davis High School on the north side of the street, and Carnegie Regional Library and Marshall

PC ACTION REPORT

Middle School on the south side. The street ROW along this section is 60'. The land uses between Cochran and Elysian is residential with neighborhood commercial. The street ROW along this section is 50' and does not meet current street right-of-way width requirements. The 2012 Staff Recommendation is to reclassify Quitman Street between Fulton Street and Elysian Street from a Major Thoroughfare (T-2-50) to a minimum 60' ROW Major Collector (MJ-2-60).

Quitman Street east of Elysian Street and Union Pacific Rail Road has a mix of land uses, including industrial and commercial with some residential properties near Jensen Drive. The ROW varies between 50'-60' and 2012 traffic counts are approximately 6,000 ADT. The proposed extension of the Hardy Toll Road does not have an interchange along Quitman Street and the street serves local east-west circulation. Hence, the current designation of 2 lanes is adequate for the street. Staff Recommendation is to reclassify Quitman Street between Elysian Street and Jensen Drive from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60).

Houston Complete Streets and Transportation Plan Considerations

| | |
|----------------------------------|--|
| MTFP classification | Major Collector |
| Number of travel lanes | 2 |
| Proposed right-of-way | 60' |
| (Multi-modal classification) MMC | Urban Street |
| Context | Residential, Commercial, Institutional |
| Bicycle | Yes |
| Pedestrian | Yes |
| Parking | No |
| Transit | Yes |

G-23 & 24: Fulton Street:

Fulton Street, from Burnett Street to Boundary Street, is currently classified on the MTFP as a Major Thoroughfare with four lanes and 60-70' of ROW. The land uses along this portion of Fulton Street are a mix between single-family residential and commercial. Most of the commercial properties are concentrated around major intersections (Burnett Street, Hogan Street, Quitman Street, and Boundary Street), with predominantly single-family residential in between. North of Boundary Street, Fulton Street becomes a Transit Corridor with one through lane on each side of the light rail line. South of Burnett Street, Fulton Street becomes San Jacinto Street, which will eventually connect south to downtown in the future. Hardy Yards, a large planned mixed-use development is being proposed for this area.

P&D staff's original amendment request was to reclassify Fulton Street to a Major Collector with two lanes and 60-70' of ROW. Through coordination with the Public Works and Engineering Department (PWE), staff submitted an alternative request for Fulton Street to keep the functional classification as a Major Thoroughfare and to reclassify the number of lanes from four to two.

PC ACTION REPORT

The proposed connection to downtown along San Jacinto/Fulton Street is a critical north-south connection, since access to downtown from the Northside neighborhoods is currently limited. With the ongoing Hardy Yards development, redevelopment that is likely to happen in this area, traffic is anticipated to increase. San Jacinto Street to the south is classified as a Major Thoroughfare and will carry traffic to and from the downtown area; Fulton Street north of Boundary Street is a Transit Corridor and is effectively classified as a Major Thoroughfare. Therefore, on either side of this segment of Fulton Street, the street is classified as a Major Thoroughfare. Reclassifying this segment of Fulton Street to a Major Collector would require a transition for a segment that is less than one mile in length.

P&D staff recommends that the number of lanes, however, should be reclassified from four lanes to two lanes along this segment of Fulton Street. South of Burnett Street, San Jacinto Street was classified as a four-lane thoroughfare given the higher density, mixed-use nature of the proposed Hardy Yards Development. This 80' ROW and four-lane classification preserved a wider corridor to be extended as a grade-separated crossing across the Union Pacific Railroad. However staff recommends that Fulton Street should transition to a two-lane roadway, consistent with the current character of the area. North of Burnett Street, Fulton Street is predominantly residential with neighborhood retail-commercial nodes. The majority of traffic will likely serve local destinations, rather than cut-through traffic, as IH 10, IH 45 and US 59 will provide easier access for those travelling farther north. The area north of Burnett has street grid block lengths between of 200' and 400,' improving local circulation in the area. Also, there are concerns from the neighborhoods about safety and speed of traffic. Additionally, north of Boundary Street, Fulton Street becomes one lane of through traffic in each direction along the Light Rail Transit (LRT). Designating this portion of Fulton Street as a two-lane roadway will allow for an easier transition at the Transit Corridor; it will also allow for more a more appropriate design for a Major Thoroughfare travelling through a residential neighborhood.

Houston Complete Streets and Transportation Plan Considerations

| | |
|----------------------------------|--|
| MTFP classification | Major Thoroughfare |
| Number of travel lanes | 2 |
| Proposed right-of-way | 60-70' |
| (Multi-modal classification) MMC | Urban Residential/Mixed Use Street |
| Context | Predominantly Residential and Commercial |
| Bicycle | Yes |
| Pedestrian | Yes |
| Parking | No |
| Transit | Yes |

G-38: North Street:

North Street is an east-west street that connects the Heights neighborhood on the west side of IH 45 to the Glen Park neighborhood on the east side of IH 45. North Street is approximately 0.33 mile long between Houston Avenue and N. Main Street.

PC ACTION REPORT

There are six main east-west corridors that provide mobility across IH 45 between IH 10 and IH 610 in the Heights-Northside study area. North Street provides neighborhood connectivity between the Heights and Northside communities, currently divided by the freeway. North Street does not have direct access to IH 45 or a frontage road, making it a practical and safe connection for pedestrians and other non-motorized travelers to cross IH 45. The area along North Street east of IH 45 is currently being planned for redevelopment. The proposals for the area include commercial developments and single-family residential townhomes.

In addition, North Main Street is a Transit Corridor Street less than ¼ of a mile south of North Street. Maintaining this connection across IH 45, especially because it is pedestrian-friendly, would provide easier access to the North Corridor Light Rail Transit.

P&D staff originally requested the Minor Collector to have 60' ROW for the entire portion of North Street. After hearing community concern and after doing some further research, staff revised its request to reclassify North Street between Houston Avenue and Eunice Street as a Minor Collector with a 50' ROW. This portion of North Street is entirely single-family residential and is part of the Germantown Historic District. Requiring more than the existing 50' of ROW through this area would change the character of the historic neighborhood. East of Eunice Street, however, the character is already changing; with the proposed commercial uses, a 60' ROW would be more appropriate throughout the eastern portion of North Street.

Houston Complete Streets and Transportation Plan Considerations

| | |
|----------------------------------|--|
| MTFP classification | Minor Collector |
| Number of travel lanes | 2 |
| Proposed right-of-way | 50-60' |
| (Multi-modal classification) MMC | Urban Residential/Mixed Use Street |
| Context | Predominantly Residential and Commercial |
| Bicycle | Yes |
| Pedestrian | Yes |
| Parking | No |
| Transit | No |

BACKGROUND INFORMATION:

The City along with partners Houston-Galveston Area Council (H-GAC) and Metropolitan Transportation Authority of Harris County (METRO) completed the Heights-Northside Mobility Study in 2014 in a continued effort to advance the recommendations from the City Mobility Planning (CMP) Phase I (See the appendix for more information). The study area is defined by IH 610 (West Loop) to the north and west, IH 10 to the south, and US 59 to the east. The purpose of the study was to determine appropriate multi-modal solutions to address the near and long-term mobility needs of the Heights-Northside study area.

The Heights-Northside study area consists of mostly Major Thoroughfares with a few Major Collectors designated on the MTFP, as well as a Transit Corridor Streets (Main Street – Boundary Street – Fulton Avenue) for North Corridor Light Rail line that provide north-south

PC ACTION REPORT

connectivity. The study area contains older communities with narrow and constrained rights-of-way (ROW). Many local streets are experiencing increased automobile, pedestrian, and bicycle traffic because of the existing connectivity within the street grid due to redevelopment.

The study area is characterized by relatively high population density (7.4 persons/acre) and the trend is expected to continue by 2035 (8.9 persons/acre), according to the growth projections by the H-GAC. The employment density is projected to increase at a slightly higher rate (34%) from 4 jobs/acre to 5.4 jobs per acre during the same period.

Heights-Northside Population and Employment Projections

| Year | Population | Population Density (Persons/Acre) | % Change | Jobs | Job Density (Jobs/Acre) | % Change |
|----------------------------|---------------|--------------------------------------|--------------|---------------|----------------------------|--------------|
| 2010 | 80,127 | 7.4 | - | 43,664 | 4.0 | - |
| 2018 | 91,133 | 8.4 | 13.7% | 54,530 | 5.0 | 24.9% |
| 2025 | 94,013 | 8.7 | 3.2% | 56,961 | 5.3 | 4.5% |
| 2035 | 96,411 | 8.9 | 2.6% | 58,549 | 5.4 | 2.8% |
| Change 2010 to 2035 | 16,284 | 1.5 | 20.3% | 14,885 | 1.4 | 34.1% |

Source: Demographic Projections by H-GAC

The study area is in close proximity to downtown and contains communities that represent some of the first residential suburbs of Houston, resulting in a well-connected, elongated street grid. The bayou network (White Oak Bayou and Little White Oak Bayou) and the existing shared-use paths in the study area, in combination with the existing street grid, offer ample opportunity for an improved multi-modal network. As traffic congestion continues to increase, the challenge for this study area will be to maintain an effective street network for automobiles, while providing options for other modes of transportation. Increased mobility for all modes should be provided, while maintaining the historic character within the study area. See the appendix for corridor specific recommendations from the Heights-Northside Mobility Study.

The Heights-Northside Mobility Study report can be found on the City's webpage:
<http://houstontx.gov/planning/mobility/CMP/Heights-Northside-Mobility-Study>

Information about City Mobility Planning (CMP) can be found on the City's webpage:
<http://houstontx.gov/planning/mobility/cmp>

ALTERNATIVES STUDIED:

The P&D Department identified and evaluated the following alternatives to the proposed amendments:

G-8 Patton Street:

- Reclassify Patton Street between Airline Drive and IH 45 from a 4 lane Major Collector with a 70' right-of-way (MJ-4-70) to a 2 lane Major Collector with a 60' right-of-way (MJ-2-60)

G-16 White Oak Drive:

- Reclassify White Oak Drive between Studewood Street to Usener Street from a proposed 70' ROW Major Thoroughfare (T-2-70) to a 60' ROW Major Collector (MJ-2-60).

PC ACTION REPORT

- Reclassify White Oak Drive between Usener Street to IH 45 from a proposed Major Thoroughfare (T-2-70) to Major Collector (MJ-2-70/100).

G-23 Fulton Street: Reclassify Fulton Street between Boundary Street and Hogan Street from a 4 lane Major Thoroughfare (T-4-70) to a 2 lane Major Thoroughfare (T-2-70)

G-24 Fulton Street: Reclassify Fulton Street between Hogan Street and Burnett Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Thoroughfare (T-2-60)

The following alternatives to the applicant's proposed amendments were identified by the Planning Commission and were also reviewed:

G-10 Patton Street - Reclassify Patton Street between Fulton Street and Irvington Boulevard from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70)

G-17 Quitman Street - Reclassify Quitman Street between IH 45 and Fulton Street from a 60' right-of-way Major Thoroughfare (T-2-60) to a 70' right-of-way Major Collector (MJ-2-70)

G-19 Quitman Street - Reclassify Quitman Street between Elysian Street and Jensen Drive from a 60' right-of-way Major Thoroughfare (T-2-60) to a 70' right-of-way Major Collector (MJ-2-70)